97-84019-11

Presidents' Conference Committee (U.S.)

Summary and explanatory text of the land report of...

Philadelphia

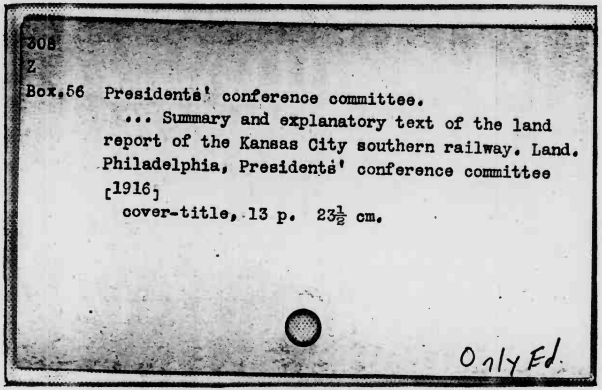
[1916]

97-84019-11
MASTER NEGATIVE #

COLUMBIA UNIVERSITY LIBRARIES
PRESERVATION DIVISION

BIBLIOGRAPHIC MICROFORM TARGET

ORIGINAL MATERIAL AS FILMED - EXISTING BIBLIOGRAPHIC RECORD



RESTRICTIONS ON USE: *Reproductions may not be made without permission from Columbia University Libraries.*

TECHNICAL MICROFORM DATA

FILM SIZE: 35 mm REDUCTION RATIO: 11:1 IMAGE PLACEMENT: IA (IIA) IB IIB

DATE FILMED: 2-7-97 INITIALS: PB

TRACKING # : 21308

FILMED BY PRESERVATION RESOURCES, BETHLEHEM, PA.

Prof. E. R. A. Seligman

Printed by General Secretary for
Committee's Use, But Not Published
7 5 1916

308
N
Bo456

SUMMARY AND EXPLANATORY TEXT

OF THE

LAND REPORT

OF THE

KANSAS CITY SOUTHERN RAILWAY

LAND

OFFICE OF
GENERAL SECRETARY
PRESIDENTS' CONFERENCE COMMITTEE
PHILADELPHIA, PA.

SUMMARY AND EXPLANATORY TEXT OF THE LAND REPORT OF THE KANSAS CITY SOUTHERN RAILWAY.

ASSEMBLY OF ALL LANDS OF THE CARRIER.

	Amount (Acres)	Present Value
Present value of lands owned and used for the purposes of a common carrier—(KANSAS)	327.95	$275,122.26
Present value of lands owned and used for the purposes of a common carrier—(MISSOURI)	2,460.30	1,788,277.65
Present value of lands owned and used for the purposes of a common carrier—(ARKANSAS)	778.80	197,323.36
Present value of lands owned and used for the purposes of a common carrier—(OKLAHOMA)	2,847.14	149,071.10
Present value of lands held for purposes other than those of a common carrier—(KANSAS)	15.46	48,569.20
Present value of lands held for purposes other than those of a common carrier—(MISSOURI)	63.62	53,756.27
Present value of lands held for purposes other than those of a common carrier—(ARKANSAS)	0.28	2,510.00
Present value of lands held for purposes other than those of a common carrier—(OKLAHOMA)	38.65	1,608.40
Total value of all lands owned	6,532.20	$2,516,238.24

ORIGINAL COST TO DATE OF LANDS PURCHASED AND THE PRESENT VALUE THEREOF (as of June 30, 1914).

	Number Acres	Original Cost	Present Value
Lands owned and used for the purposes of a common carrier—(KANSAS)	277.23	$218,787.79	$239,583.95
Lands owned and used for the purposes of a common carrier—(MISSOURI)	2,132.51	1,626,513.67	1,605,031.17
Lands owned and used for the purposes of a common carrier—(ARKANSAS)	383.09	196,966.24	170,436.72
Lands owned and used for the purposes of a common carrier—(OKLAHOMA)	2,836.34	90,581.61	148,995.23
Lands held for purposes other than those of a common carrier—(KANSAS)	15.46	45,802.81	48,569.20
Lands held for purposes other than those of a common carrier—(MISSOURI)	62.90	43,574.40	51,368.77
Lands held for purposes other than those of a common carrier—(ARKANSAS)	0.28	3,450.00	2,510.00
Lands held for purposes other than those of a common carrier—(OKLAHOMA)	38.65	1,261.81	1,608.40
Total	5,746.46	$2,226,938.43	$2,268,103.44

STATEMENT OF LANDS ACQUIRED BY AID, GIFT, GRANT OF RIGHTS OF WAY AND DONATION, THE VALUE AT TIME ACQUIRED AND THE PRESENT VALUE THEREOF (as of June 30, 1914).

	Amount (Acres)	Value at Time Acquired	Present Value
Lands owned and used for the purposes of a common carrier—(KANSAS)	50.72	$17,535.06	$35,538.31
Lands owned and used for the purposes of a common carrier—(MISSOURI)	327.79	58,252.94	183,246.48
Lands owned and used for the purposes of a common carrier—(ARKANSAS)	395.71	6,516.99	26,886.64
Lands owned and used for the purposes of a common carrier—(OKLAHOMA)	10.80	54.00	75.87
Lands held for purposes other than those of a common carrier—(MISSOURI)	0.72	851.50	2,387.50
Total	785.74	$83,210.49	$248,134.80

KANSAS CITY, Mo., April 4, 1916.

MEMORANDUM TO THE SUPERVISOR OF LAND APPRAISALS.

Herewith is submitted my report of the Kansas City Southern Railway Company and its subsidiary carrier corporations. The Kansas City Southern Railway System is composed of the following corporations, viz.:

COMPONENT CORPORATIONS.

Kansas City Southern Railway Company,
Texarkana & Fort Smith Railway Company,
Kansas City, Shreveport & Gulf Railway Company,
Port Arthur Canal and Dock Company,
Maywood & Sugar Creek Railway Company,
Fort Smith & Van Buren Railway Company,
Poteau Valley Railway Company,
Arkansas Western Railway Company,
Kansas City, Shreveport & Gulf Terminal Company.

The respective reports of the above-named carriers are hereto attached in the order above named, reading from top to bottom.

HISTORY.

The history of this system will be found detailed fully in the report of the Engineering Section.

DESCRIPTION OF RAILROAD AND THE ADJOINING LANDS.

The northern terminus of this road is Kansas City, Kan. From there it extends through Kansas City, Mo.; thence south through western Missouri, at one point diverging into eastern Kansas; thence south in Missouri, closely following the western border; thence through northwestern Arkansas, eastern Oklahoma, western and southwestern Arkansas, western Louisiana, and into eastern Texas, its southern terminus being a point about seven miles south of Port Arthur, Texas.

KANSAS CITY, KAN.

The road extends a distance of 4.92 miles through this city. From the packing-house district, where the adjoining land

is occupied by great packing plants, it extends through the stock yards district; thence through a section occupied by feed lots, storage lots, abandoned factory sites, and small cheap residences; thence through a cheap residential section of the city; thence through a cheap manufacturing district, a cheap retail district, and again through a cheap residential section to the Missouri-Kansas State line.

KANSAS CITY, MISSOURI.

Through Kansas City, Mo., the road extends a distance of 13.25 miles. At the Missouri-Kansas line it extends in an easterly direction through a warehouse and factory district; thence through a wholesale and jobbing district; thence through a cheap retail and residential section; thence through another wholesale district and a produce market district; thence through lands largely vacant, with coal yards and small factories scattered here and there; thence through a district largely vacant, in some places devoted to truck gardening; thence through a manufacturing and factory district, and finally through rough, broken, largely vacant land, with truck gardens and small farms here and there, potentially available for factories and warehouse sites, but having no market value for those purposes at this time.

The main line of the Kansas City Southern also extends from the city of Kansas City, Mo., to Independence, Mo., which is a city of 12,000 inhabitants, generally considered a part of Kansas City. The lands on either side of this branch are devoted to farming and truck gardening. The Maywood & Sugar Creek Railway extends from this line, northerly to the village of Sugar Creek, Mo. The adjoining land is also devoted to truck gardening and small farming.

WESTERN MISSOURI.

The country traversed in western Missouri is in the main, rolling, prairie land, devoted to farming and stock raising. It is all in cultivation, and the character of soil is a light sandy loam, but very productive.

EASTERN KANSAS.

The road extends for a short distance through the coal mining fields of eastern Kansas, passing through the city of Pittsburg, having a population of about 20,000. The adjoining farm lands are largely in pasture, the original prairie or buffalo grass still growing. The soil is not so good as that in Missouri, but will raise any kind of grain. Coal is mined here extensively.

In the city of Pittsburg the road extends through cheap residential, lumber yard and wholesale, and small business, sections. Pittsburg is a live, growing city, where values are high, but the Kansas City Southern does not extend through areas of the high values.

SOUTHWESTERN MISSOURI.

In southwestern Missouri the road extends through the Joplin lead and zinc-mining district; thence through the city of Joplin; thence in a southerly direction through rough, broken, farming lands to the Arkansas State line. The city of Joplin has approximately 40,000 inhabitants. Values are very high there, but here again the property of the Kansas City Southern does not extend through the sections having high values. Toward the Arkansas line the fruit region is traversed. Here the values are comparatively high, every farm being considered as having potential fruit-raising possibilities, whether actually in orchards or not. As compared, however, with good farm lands in other sections, values in southwestern Missouri are low.

NORTHWESTERN ARKANSAS.

In northwestern Arkansas the road extends through good fruit and farming country. While the lands are somewhat rough and broken, yet the soil is productive, being a light sandy loam, on which may be raised all kinds of crops.

EASTERN OKLAHOMA.

Leaving the Arkansas-Oklahoma State line the road extends for distances through cheap, rough, broken land where values are low; again it extends through good bottom land, where the values become much higher. Much of the land has never been placed in cultivation, but is used for pasturage purpose only. This rough land is of small value, running from $6.50 to $25 per

acre, while the better farm lands above mentioned are much more valuable. On either side of the Canadian River for considerable distances, cotton is raised to some extent, and all kinds of grain and fruits are grown. South of the Canadian River about twenty-five or thirty miles the road extends through the foot-hills of the mountains. The country is rough and hilly. The elevation here is about 500 feet and it rapidly increases to the Oklahoma-Arkansas State line. The adjoining lands in the mountains are of small value. Much of it is not in cultivation and cannot be placed in cultivation. It consists of scrub-oak timber, cut-over pine lands, with some small farms in the valleys. Values range here from $1.50 to $25 per acre.

WESTERN AND SOUTHWESTERN ARKANSAS.

From the main line of the Kansas City Southern Railway a branch extends to Fort Smith, Ark. The Fort Smith & Van Buren Railway Company extends a distance of 2.50 miles from Fort Smith to Van Buren, Ark. Fort Smith is a city of between 20,000 and 25,000 inhabitants. Here the lands of the carrier extend into a retail district where values are comparatively high.

From the Oklahoma-Arkansas State line the main line of the Kansas City Southern extends southeasterly through a mountainous country, the elevation increasing rapidly until 1600 feet is reached north of Mena, Ark. The adjoining land is mountainous, largely grown in oak timber with very little market value, cut-over pine, and rough brush land. There are some rough farms, but rather primitive farming methods are employed. One of the principal industries is that of lumbering, but the best timber has been removed, especially from the land adjoining the right of way of the railroad. These lands are worth slightly more than those across the line in Oklahoma because of better grades of timber. They are worth from $5 to $15 per acre. South of Mena the land steadily improves and values increase. The land is less rough, more of it is capable of cultivation, and more of it is in cultivation. Cotton, all kinds of grain and much fruit is raised. The topography is still rough, however. Timber is grown on the rough lands and lumber mills are located in every city or village. Farm land values average from $10 to $30 per acre.

NORTHEASTERN TEXAS AND NORTHWESTERN LOUISIANA.

From Red River the road extends in northeastern Texas through low swamp lands. Much of the adjoining lands are in cultivation, however. Cotton, corn and oats are grown. Farm land values range from $3.50 per acre for the overflow swamp lands to $45 per acre for the best farm lands.

In northwestern Louisiana the road passes through extensive oil and gas fields. Much of the land is low and swampy. Some of it is cut-over pine lands, while considerable areas of it are in cultivation. The road here passes through the city of Shreveport, having about 20,000 inhabitants. It does not, however, touch the business section of the city where values are high. South of Shreveport the road extends through cut-over timber lands, swamp lands and cheap farm lands.

WESTERN LOUISIANA.

In western Louisiana the road extends through a timbered country. Much of it is virgin pine, while other sections are of cut-over pine lands. Small areas here and there have been placed in cultivation, but farming is not carried on on an extensive scale. At almost every city or village are located large lumber mills, the milling of lumber being the principal industry.

From De Quincy, La., a branch line extends to Lake Charles, through a territory similar to the other in western Louisiana above described. Near Lake Charles, however, the land is low and swampy, some rice being grown.

EASTERN TEXAS.

From the Texas-Louisiana State Line to Beaumont, Texas, the road extends through virgin pine lands, cut-over pine lands and low, flat prairie lands. The values range from $7.50 to $40 per acre. The city of Beaumont has about 20,000 inhabitants. The road traverses a part of the retail section, where values are comparatively high. From Beaumont to Port Arthur, the road extends through low, flat prairie lands, devoted to pasturage and rice growing.

Port Arthur, Texas, is a well-established ocean port, containing about 16,000 inhabitants. This city has a large oil

industry, employing regularly 4500 men, while the Port Arthur Canal and Dock Company employs about 500 men. The property of the Port Arthur Canal and Dock Company extends south from the city of Port Arthur a distance of about eight and one-half miles on either side of a Government deep-water canal. At a point about one and one-half miles south of the city limits are their docks, wharves and other facilities. Extending south from these docks a distance of about seven miles, its lands extend through a low, swampy prairie, subject to overflow. Here the values range from $10 to $20 per acre. Those lands are not devoted to carrier or any other use.

DATE OF APPRAISAL.

The appraisal was made as of June 30, 1914. The actual appraisal was made during the winter of 1914 and 1915, and the spring of 1915.

METHODS OF PROCEDURE.

The methods pursued were in accordance with your general written and printed instructions issued from time to time prior to and during the time this work was done, and were in substantial accord with those in effect at this time.

CLASSIFICATION OF LANDS.

The lands owned and operated by the Kansas City Southern Railway Company, and by its subsidiary owning and operating companies, are classified as "Lands Owned and Used for the Purposes of a Common Carrier" and as "Lands Held for Purposes Other than Those of a Common Carrier."

The lands of those companies which do not operate their own property are classified as "Carrier Lands Held for Purposes Other than Those of a Common Carrier" and as "Non-Carrier Lands Held for Purposes Other than Those of a Common Carrier."

JOINTLY-OWNED LANDS.

No separate classification has been made for jointly-owned lands, but the same percentage of their total values are extended

as the undivided interest of the Kansas City Southern in such lands bears to the whole thereof.

STREETS, ALLEYS AND HIGHWAY CROSSINGS.

Those streets which have been vacated to the carrier by municipal authority, and which are occupied by the carrier to the exclusion of the public, are assembled separately from streets over which the carrier has a simple easement. The unit value, area and totals are extended, but the values are not carried forward, and are not included in the value of lands owned by the carrier.

Streets, alleys and highway crossings which the carrier occupies by virtue of instruments or other authority creating easements only, have been assembled, but no unit value or areas are shown.

LANDS HELD UNDER LEASE, AGREEMENT OR CONTRACT.

Under this head are summarized lands occupied under leases, agreements or contracts with private individuals or other carriers, where easements only are created. No unit value or areas are shown.

Under this head I desire to call your attention to an extent of St. Louis & San Francisco Railway Co. right of way extending from Belt Junction, Mo., a small station just south of Kansas City, to Grandview, Mo., a distance of approximately twelve miles, over which this carrier operates under contract. No value has been allowed on account of the contract right to use this right of way jointly with the Frisco Company.

NAVIGABLE AND NON-NAVIGABLE WATERWAY CROSSINGS.

The carrier's crossings over non-navigable waterways have been summarized. At the time this appraisal was made these areas were not separately considered. In compliance with instructions subsequently issued I have assembled such crossings separately, attaching a nominal value of one dollar for each of such crossings, and included that value in the total of lands owned.

No unit value or areas have been extended for navigable waterway crossings; this for the reason that in my opinion the value, if any, is not in the land in the bed of those streams, but in the crossing right.

TIMBER, MINERAL AND ORCHARD VALUES.

Where the rights of way of the carrier extended through timber, mineral or orchard lands, the value of the naked land was first established in the usual way by the appraisers, and separately the appraisers established the value of the land and the value of the timber, mineral or orchard, as one single whole. In the final assembly the value of the land and the timber, as a single whole, is extended, but as to mineral and orchard lands, the value of the naked land only is extended.

STATEMENT OF AIDS, GIFTS, GRANT OF RIGHTS OF WAY AND DONATIONS, THE VALUE THEREOF AT THE TIME ACQUIRED, AND THE PRESENT VALUE THEREOF (AS OF JUNE 30, 1914).

For full explanation of the manner in which aids, gifts, grants of rights of way, and donations of land are treated and assembled, see memorandum transmitting the report of the Kansas City Southern Railway Company immediately following (page 3 thereof).

STATEMENT OF ORIGINAL COST TO DATE OF LANDS PURCHASED, AND THE PRESENT VALUE THEREOF (AS OF JUNE 30, 1914).

For full explanation under this head, see memorandum transmitting the report of the Kansas City Southern Railway Company next following (page 3 thereof).

SUMMARY.

Present Value of Lands Owned and Used for the Purposes of a Common Carrier	Amount (Acres)	Present Value	Total Present Value
Kansas City Southern Ry. Co.	6,414.19	$2,409,794.37	
Texarkana & Fort Smith Ry. Co.	1,291.13	608,638.29	
Port Arthur Canal & Dock Co.	252.61	255,580.00	
Poteau Valley Ry. Co.	89.91	817.77	
Arkansas Western Ry. Co.	410.27	10,145.87	
Kansas City, Shreveport & Gulf Terminal Co.	3.86	31,652.00	
Total	8,461.97	$3,316,628.30	$3,316,628.30
Carrier Lands held for Purposes Other Than Those of a Common Carrier			
Texarkana & Fort Smith Ry. Co.	2,039.72	$109,962.01	
Kansas City, Shreveport & Gulf Ry. Co.	3,578.97	511,133.75	
Port Arthur Canal & Dock Co.	268.13	258,708.00	
Maywood & Sugar Creek Ry. Co.	10.03	8,561.50	
Fort Smith & Van Buren Ry. Co.	21.03	7,767.50	
Total	5,917.88	$896,132.76	$896,132.76
Total carrier lands owned or used for the purpose of a common carrier	14,379.85		$4,212,761.06
Lands Held for Purposes Other Than Those of a Common Carrier			
Kansas City Southern Ry. Co.	118.01	$106,443.87	
Texarkana & Fort Smith Ry. Co.	297.27	16,120.43	
Kansas City, Shreveport & Gulf Ry. Co.	3.46	9,748.40	
Port Arthur Canal & Dock Co.	1,633.31	132,353.66	
Fort Smith & Van Buren Ry. Co.	0.04	40.00	
Poteau Valley Railway Co.	160.00	800.00	
Arkansas Western Ry. Co.	1.25	175.00	
	2,213.34	$265,681.36	$265,681.36
Total amount and value of all lands owned	16,593.19		$4,478,442.42

ORIGINAL COST TO DATE OF LANDS PURCHASED AND THE PRESENT VALUE THEREOF (as of June 30, 1914).

	Amount (Acres)	Original Cost	Present Value	Total Present Value
Kansas City Southern Ry. Co.	5,746.46	$2,226,938.43	$2,268,103.44	
Texarkana & Fort Smith Ry. Co.	2,330.91	144,540.86	220,492.33	
Kansas City, Shreveport & Gulf Ry. Co.	2,580.5332	248,994.29	448,918.68	
Port Arthur Canal & Dock Co.	2,151.91	562,219.46	643,431.66	
Maywood & Sugar Creek Ry. Co.	4.69	6,541.60	3,555.50	
Fort Smith & Van Buren Ry. Co.	21.07	22,171.95	7,807.50	
Poteau Valley Ry. Co.	89.91	982.94	817.77	
Arkansas Western Ry. Co.	224.52	3,371.29	4,601.27	
Kansas City, Shreveport & Gulf Terminal Co.	3.86	16,795.15	31,652.00	
Total	13,153.8632	$3,232,555.97	$3,629,380.15	$3,629,380.15

STATEMENT OF LANDS ACQUIRED BY AID, GIFT, GRANT OF RIGHTS OF WAY, AND DONATION, THE VALUE AT TIME ACQUIRED, AND THE PRESENT VALUE THEREOF (as of June 30, 1914).

	Amount (Acres)	Value at Time Aequired	Present Value	Total Present Value
Kansas City Southern Ry. Co.	785.74	$83,210.49	$248,134.80	
Texarkana & Fort Smith Ry. Co.	1,297.21	225,918.65	514,228.40	
Kansas City, Shreveport & Gulf Ry. Co.	1,001.8968	17,517.38	71,963.47	
Port Arthur Canal & Dock Co.	2.14	107.00	3,210.00	
Maywood & Sugar Creek Ry. Co.	5.34	2,136.00	5,006.00	
Poteau Valley Ry. Co.	160.00	560.00	800.00	
Arkansas Western Ry. Co.	187.00	1,992.01	5,719.60	
Total	3,439.3268	$331,441.53	$849,062.27	$849,062.27

COMPARATIVE STATEMENT OF ORIGINAL COST AND PRESENT VALUE OF ALL LANDS OF THE CARRIER.

Amount (Acres)	Original Cost	Present Value
16,593.19	$3,232,555.97	$4,478,442.42

Respectfully submitted,

(Signed) C. F. NEWMAN,
Valuation Attorney.

MSH 21308

END OF
TITLE